

project would consist of 12-, 15-, and 18-inch storm drain lines located throughout the site (see **Figure 3.0-10**). All storm water runoff on the site would be collected through these storm drains and would be carried to the City's existing municipal storm drainage facilities that discharge approximately 1,000 and 1,500 feet, into two outfalls, east into Saratoga Creek. The 12- and 15-inch diameter storm drains connect to an 18-inch-diameter storm drain in Kiely Boulevard and then connects to a 27-inch-diameter storm drain, and travels through part of Central Park before discharging into Saratoga Creek. The 24-inch-diameter storm drain continues across Kiely Boulevard through part of Central Park and connecting to a 27-inch-diameter storm drain before discharging into Saratoga Creek.

Storm water runoff would be treated on site prior to discharge into the City's storm drain consistent with the City of Santa Clara Public Works Department guidelines and standards as well as the San Francisco Bay Regional Water Quality Control Board (RWQCB) requirements. Two types of approvals must be obtained from the San Francisco Bay RWQCB for this project, including coverage under the General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0299718.

Surface water treatment would consist of landscaped-based measures including, flow through planters, infiltration, bio-swales and bio-retention. All roof and patio drainage would be routed to and/or through landscape base treatment, and all stormwater runoff from the streets would be routed to the bio-retention facilities. The proposed storm water bioswales and landscape filtration systems would remove pollutants from on-site runoff prior to entering the City's public drainage system. The system would remove pollutants through the sedimentation of solids and the filtration and trapping of pollutants by soils and vegetation.

3.10 DEMOLITION AND CONSTRUCTION ACTIVITIES

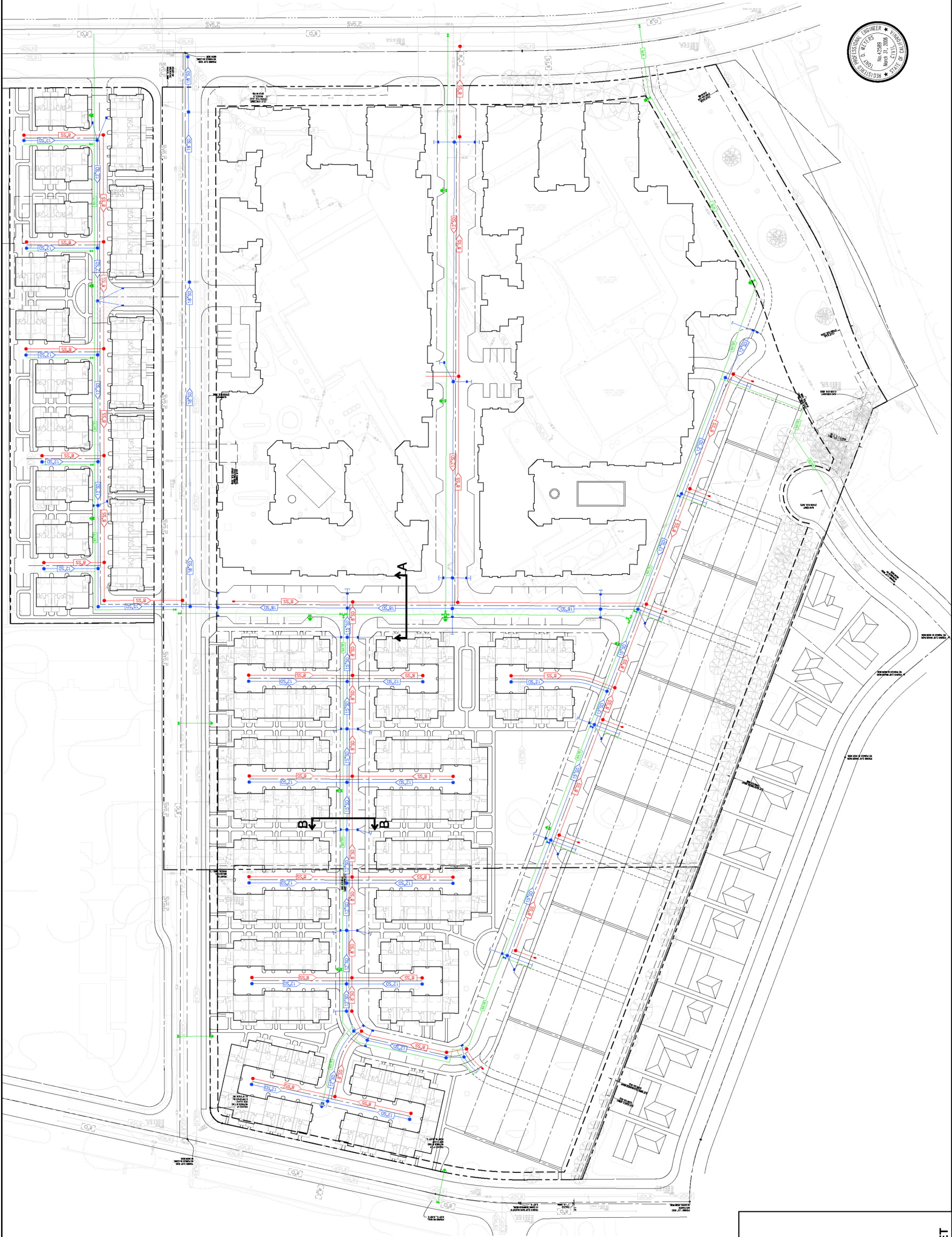
The project site is developed with approximately 461,700 square feet of building space and asphalt parking lots and driveways. Building material would be recycled on site to the extent feasible.

Fluorescent light fixtures and other items that would require separate handling would be removed prior to building demolition. During building demolition, metal, wire, conduit, machinery, etc., would be hauled off site and sent to a recycling firm. Concrete would be crushed to use on the site as road base.

This material would be stockpiled on the site until needed. All other debris would be hauled to the Vasco Road landfill, located north of Livermore, to be used as daily cover material. Haul routes would include the use of Kiely Boulevard, Homestead Road, and Lawrence Expressway, that provide access to I-280.

The duration of demolition activities would be approximately 6 months. Table 3.0-4, Estimated Quantities of Construction Debris, provides the estimated amount of material that would be hauled off the site.

Approximately 2,673 truck trips would haul metal and shredded cover material off site during



LEGEND

DESCRIPTION	EXISTING	PROPOSED
LOT LINES	---	---
EASEMENT	---	---
PROPERTY LINE	---	---
CENTERLINE	---	---
CURB & GUTTER	---	---
STORM DRAIN	---	---
SANITARY SEWER	---	---
WATER	---	---
SDMH	---	---
SSMH	---	---
FIRE HYDRANT	---	---

80 40 0 80

APPROXIMATE SCALE IN FEET

SOURCE: Fairfield Development - June 2008

FIGURE 3.0-10

Conceptual Utility Plan

demolition from the project site. During the demolition period, approximately 17 trucks trips would occur per day to haul materials off site.³

During construction, Environmentally Sensitive Area (ESA) fencing would be installed along the riparian areas of Saratoga Creek and other sensitive areas that are located adjacent to the project site. Root systems of on-site trees that would not be removed to construct the proposed project would be protected during construction by installing ESA fencing. Mitigation measures for potential construction impacts can be found in **Section 4.2, Air Quality**, **4.3, Biological Resources**; **4.5, Hazards and Hazardous Materials**; **4.6, Hydrology and Water Quality**; **4.8, Noise**; and **4.12, Transportation and Traffic** of this EIR.

Table 3.0-4
Estimated Quantities of Construction Debris

Material Type	Unit of Measurement (tons)
Concrete	46,100
Metal	2,000
Asphalt	15,200
Shredded Cover Material	46,100

Source: Bowen 2008

It is anticipated that the City Council would consider the EIR for certification in early 2009. If the project were approved, site demolition work would begin in mid 2009, followed by site grading and utility infrastructure work in the late 2009. Construction of all residential units is projected to start in the early 2010 and be completed fall or winter of 2011. Although the single-family homes may be built at a later date, for the purposes of this EIR, it is assumed that they would be complete and occupied by 2011.

3.11 LEAD AND RESPONSIBLE AGENCIES

The City of Santa Clara has the principal responsibility for approving the proposed project. For this reason, the City is the "Lead Agency" as defined by the CEQA and is responsible for preparation of this environmental document. As defined by CEQA, "Responsible Agencies" are public agencies other than the Lead Agency that have discretionary approval over the project. The EIR prepared for this project

³ This number was derived assuming 6 workdays per week during a six-month demolition period. The number of truck trips was divided into the number of workdays to get the approximate number truck trips per day (2,673 truck trips / 156 workdays = approximately 17 trucks trips per day).

would serve as the primary source of environmental information for each Responsible Agency. The following agencies are considered responsible agencies for the project.

California Department of Fish and Game (CDFG). The CDFG regulates activities that result in the diversion or obstruction of the natural flow of a stream; substantially change its bed, channel, or bank; or utilize any materials (including vegetation) from the streambed (sections 1600 through 1603 of the California Fish and Game Code). As previously mentioned, Saratoga Creek is adjacent to the project site. Although no activities would occur directly in the streambed of Saratoga Creek during construction and operation of the project, a permit application package (called a Notification) will be submitted to the CDFG to allow the CDFG to determine if a Streambed Alteration Agreement is required.

California Department of Occupational Safety and Health (Cal/OSHA). Cal/OSHA regulates asbestos at work practices for levels below 1 percent. The applicant is subject to the asbestos abatement requirements found in Title 8 of the California Code of Regulations (8 CCR) Section 1529. A state-certified asbestos contractor would be required to oversee the work of any abatement of asbestos at the project site.

California Department of Transportation (Caltrans). Caltrans is a California government department that manages the state highway system and is actively involved with public transportation systems within the state. Caltrans issues heavy load permits for a truckload that exceed 80,000 pounds per truck. The applicant has indicated that the large generators associated with the former Kaiser Permanente Hospital have already been removed from the site and that the HVAC equipment would be broken up, and the boilers would be disassembled during demolition and recycled in sections. Given this, all loads are anticipated to be 80,000 pounds or less. However, a heavy load permit would be required if any truckload leaving the site would exceed 80,000 pounds per truck.

Department of Toxic Substance Control (DTSC). The DTSC administers federal standards regarding public health effect of soil contamination. The DTSC will consider the environmental effects of the project. No permit or discretionary action is required from DTSC for the project.

Regional Water Quality Control Board (RWQCB). The RWQCB is a responsible agency for this project. The project will need to submit a Notice of Intent for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit).

Santa Clara Valley Water District (SCVWD). The SCVWD has taken the role of steward for local watersheds in Santa Clara County. The district implements stream maintenance programs and provides guidelines and standards for land uses near streams. An encroachment permit is required for activities

that occur within land in the district's jurisdiction. If the construction associated with the proposed project does not entail encroachment onto the property of the SCVWD, then an encroachment permit is not required.

Bay Area Air Quality Management District (BAAQMD). The BAAQMD is responsible for monitoring ambient air pollutant levels throughout the basin and developing and implementing attainment strategies to ensure that future air quality will be within federal and state standards. The applicant/developer is subject to the requirements of Regulation 11, Rule 2 (asbestos demolition, renovation, and manufacturing) and is required by law to provide a written plan or notification of intent to the BAAQMD's Enforcement Division and Air Pollution Control Officer (APCO) prior to commencing demolition of the buildings.

Santa Clara Fire Department Hazardous Materials Division. The Santa Clara Fire Department Hazardous Materials Division is responsible for administering federal, state, and local policies including: conducting inspections of facilities where hazardous materials and wastes are used/stored; reviewing construction plans for facilities using hazardous materials; and investigating exposures to or releases of hazardous materials. The Santa Clara Fire Department will review the project application and conduct any required investigations. Additionally, the removal of any underground storage tanks would be regulated through the fire department.

3.12 REFERENCES

- The Dahlin Group 2008. *The Gallery at Central Park Master Community Plan*, prepared for the City of Santa Clara. July 9, 2008.
- Bowen, J. 2008. Fairfield Developments, L.P. Email to Audrey Darnell at Impact Sciences, Inc. February 6, 2008.

